MAY, 1952

RAILWAYS

INCORPORATING

RAILWAY PICTORIAL AND LOCOMOTIVE REVIEW

AMATEUR PHOTOGRAPHIC COMPETITION — FULL DETAILS.

TIMEKEEPING AND ALL THAT
L. & N.W.R. IN THE SEVENTIES
WEYMOUTH HARBOUR
TRAIN NUMBERING
RAILWAY BYWAYS ON LEICESTERSHIRE BORDER.

1/6

A Photographic Competition.

ELSEWHERE IN THIS ISSUE WILL BE found details of an Amateur Photographic Competition, which, we hope, will have a wide appeal. There is a fascination about photographing trains which, beckons, not only the railway enthusiast, but photographers of varied interests. Almost certainly this fascination is centred around the fact that a good shot of a locomotive hard at work is one of "arrested" power; somehow one can feel the might displayed by such a photograph.

The photographing of locomotives and trains is of a more general interest than that of, say, signals or other purely "static" features. When the photograph taken is for open-competition, however, there is much to be said for a more varied approach to this wide subject. A tunnel mouth, out of which curls a faint wisp of steam from a recently passed train, to mention only one of the many scenes available, may well serve as a prize-winning subject.

Almost daily we receive a selection of prints at this office, and at least ninety per cent of these show locomotives. The result is that we are obliged to return many as they are duplicates of other prints already on our files. We hope, therefore that competitors will think carefully before making their exposure. By all means send along prints of locomotives and trains, but remember that a great number of widely differing items go to make up the term "railways."

Ealing Broadway - Greenford auto-train entering Greenford Western Region; Locomotive No. 5416 0—6—0ST. Photo: C. R. L. Coles.

THE RECENT ANNOUNCEMENT OF THE REFUSAL, BY THE Ministry of Transport, to renew the licence of Barton Transport Limited, Nottingham, coach operators, must inevitably reflect against the railways in the public eye.

The company, which operates a fleet of 285 vehicles, applied for a licence to run a cheaper-than-rail service between Melton Mowbray, Leicestershire, and Llandudno, North Wales. The company wished to run two coaches a day, at a return fare of 33s. 2d., 12s. 11d. cheaper than the railway monthly return.

Refusing the licence, the Ministry said that Barton Transport was "unable to prove a public need."

Whether or not Barton Transport could prove a public need is open to question. What is quite clear, however, is that British Railways are desperate to hold their ground. The British Railway Executive stated that the abstraction of traffic, up to 70 passengers a day, would be disastrous.

We, whose sympathy lies with railway operation, deplore such tactics. Surely the answer to the problem is not to close down bus services, but to compete honestly with them. The public generally prefers rail travel with its comfort and convenience to being cooped up in a bus for long periods. But in these days of financial strain the question of cost overules all considerations. There is, therefore, only one answer, cheaper fares. How this happy state is to be arrived at has already been the subject of much comment in the national Press, and, ill informed though this worthy body often is on railway matters, there is no doubt that a great deal of truth has been expressed by writers who have complained of the "top-heavy" aspect of British Railways, which, it seems, is capable only in the field of expending large amounts of money.

Let us hope that the case of Barton Transport will prove to be an isolated one.

A contrast in Class '7' engines — 70029 Clun Castle **and 70018** Flying Dutchman **at Bath Road shed, Bristol.** Kenneth H. Leach.

LOCOMOTIVE CAUSERIE, No. 142.

TIMEKEEPING and all that.

by **O. S. NOCK, B.Sc., M.I.C.E., M.I.Mech.E., M.I.R.S.E.**

THESE are exacting times for engineers, economists, or even plain enthusiasts who seek to find a common yardstick by which the overall performance of locomotives may be judged. The Churchward 4-cylinder 'Star' class 4—6—0s of the Great Western are by common consent one of the most successful classes ever to run, yet on average monthly mileage they appear to have been altogether surpassed by the original Gresley 'Pacifics.' No. 4003 *Lode Star*, the engine to be preserved, is believed to hold the mileage record for her class, having covered 2,005,898 miles between March, 1907, and her withdrawal in July, 1951. This works out at an average of 3,770 miles per month. Against this the eleven remaining engines of the 4470-4481 series of Gresley 'Pacifics' have, up to September, 1951, covered mileages ranging from the 1,401,080 of *Enterprise* to the 1,640,312 of *Royal Lancer*. Their lives have been considerably shorter than those of the 'Stars,' but so far their monthly averages have ranged between 4,150 and 4,850 miles. The comparison is not altogether a fair one, since *Lode Star* in particular was a far older engine than any of the Gresley 'Pacifics,' and for some years she and her kind have not been engaged in regular express passenger work. A truer comparison would be to contrast, shall we say, the first batch of 'Castles' with the Gresley 'A1' class—engines which were contemporaries.

But on mileage alone more information would have to be available before a comparison could be a true one. What, for example, was the total cost of repairs during that same period? What was the total coal consumption in relation to the work done? Or, to sum up, what was the average cost of each draw-bar horse-power-hour of work done by the engine? This, of course, is a quantity that cannot be measured, since it would obviously be out of the question to put a dynamometer car behind every engine on every run to measure the exact drawbar pull exerted. Instead it is the function of the Motive Power Department to see that each engine is used to the best advantage. The former L.M.S.R. inaugurated the practice of keeping individual costs for every engine on its system, both for consumption of fuel and oil, and also for repairs. By this method a good deal of weeding out of inefficient types was done. I understand that similar costing methods are now being applied to the entire locomotive stock of British Railways. But I do not see any way in which such statistics can be related to the quality or reliability of the service rendered. To take an extreme case, an engine might be running quite a considerable mileage with very little in the way of repair costs, not because she did not need attention, but because she was not getting it! Although she might be amassing mileage, much of her performance would be poor, and she would probably suffer from minor casualties on the way.

I know of many instances where the common-user system of engine allocation has led to serious loss of time, cases where attempts to work out long and ambitious rosters with engines ill-fitted or ill-prepared for the work has led to failure on the road, and even temporary block-

The famous S.R. King Arthur **passing under Battledown Flyover on Bank Holiday Saturday, 1951.** E. D. Bruton.

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Run No.	*Route.*
1.	King's Cross-Peterboro'
2.	Peterboro'-York
3.	York-Grantham
4.	Grantham-King's Cross
5.	York-Grantham
6.	Grantham-King's Cross

The famous S.R. King Arthur **passing under Battledown Flyover on Bank Holiday Saturday, 1951.** E. D. Bruton.

ing of the line. Where passenger services are concerned punctuality must be the prime consideration. If a locomotive is incapable of maintaining booked running time I cannot see how any other statistics can matter. I heard recently of a most interesting case that has some bearing on this point. A certain long distance express of first class importance had become a very bad timekeeper over the central portion of its journey. This section covered a run of some 200 miles, in the course of which the engine was remanned intermediately. The engine came from a common-user pool, and was worked by three sets of men during its day's round of about 400 miles. The particular duty that was causing so much trouble was the return trip of this round, on which the second set of men worked back to their home station after taking over the engine at half-way house on the outward trip. The job seemed to be dogged by ill-luck. Time and again the allocated engine was unfit for the return trip, and they had to take whatever spare engine that distant depot could provide. Timekeeping became deplorable. Locomotive Inspectors were detailed to ride with the trains; the difficulties were carefully examined, and eventually the trouble was completely solved by the allocation of *one engine* to the job, to work it day in, day out and to be kept in an appropriate state of repair. The timekeeping of that train has since been well-nigh perfect!

What can be done with one train can be done with others. Timekeeping on the East Coast route south of York has improved out of all recognition since the changing of engines at Grantham has become general once again, and King's Cross 'Pacifics' are now allocated to two regular crews, like their counterparts at Haymarket. So far this year I have made six individual runs over various parts of the main line south of York, and every one has been punctual—not merely in the keeping of booked running times, but in arriving according to timetable. None of these runs were very spectacular; they were just good steady efforts on which time lost by signal and engineering slacks was quickly recovered. I have tabulated skeleton details in the accompanying table. Some of the finest individual running was that of the Thompson 'A2', No. 60516 *Hycilla,* on the down "Heart of Midlothian" express; but I must reserve further details until a future issue.

Another point in connection with overall locomotive performance that has exercised the mind of some readers, is that of the storing of engines during the quiet season.

RECENT EAST COAST RUNNING.

Run No.	*Route.*	*Miles*	*Actl. Time. m.*	*s.*	*Net time min.*	*Net av. speed m.p.h.*	*Engine No.*	*Engine Name.*	*Class.*	*Load tons gross.*
1.	King's Cross-Peterboro'	76.4	83	30	80	57.3	60124	*Kenilworth*	A1	475
2.	Peterboro'-York	111.8	128	20	118	56.8	60516	*Hycilla*	A2	475
3.	York-Grantham	82.7	94	30	89	55.8	60113	*Great Northern*	A1	485
4.	Grantham-King's Cross	105.5	122	55	116	54.6	60148	*Aboyeur*	A1	485
5.	York-Grantham	82.7	94	55	89½	55.4	60145	*Saint Mungo*	A1	475
6.	Grantham-King's Cross	105.5	122	25	118½	53.4	60157	*Great Eastern*	A1	475

One correspondent refers in particular to the 'King Arthur' class of the Southern, and asks whether their performance has deteriorated much in recent years. By pre-war standards these famous engines were most economical, and he makes the point that it might be more advantageous to the national fuel position to use 'King Arthurs' during the quiet season and store such notorious coal and oil consumers as the Bullied 'West Country' Pacifics! I am, of course, not in possession of any facts on which I could venture an opinion, other than to say that many Bullied 'Pacific' duties are certainly very light for such large engines. As to 'King Arthur' performance, I received only a few days ago details of a really good piece of running on the Kent Coast line, clocked by Mr. Cecil M. Furst. It was made on the Thursday before August Bank holiday last year, on the 8.56 a.m. from Bromley South to Whitstable. The load was only a moderate one of 9 coaches, but with passengers standing in the corridors the gross load was certainly no less than 330 tons behind the tender. The engine was one of the 'Brighton' series, No. 30801 *Sir Meliot de Logres*.

Departure from Bromley was 11 min. late, and the train was no sooner under way than it was stopped again at Bickley Junction. Thus the first 1.7 miles, to clearing this box, took no less than 11½ min.; but then the driver really went for it. From St. Mary Cray Junction the gradient profile of the next 13½ miles, to Sole Street station, looks like the edge of a saw. The line rises and falls on gradients of 1 in 100, and even on a markedly rising length like that from Farningham Road up to Sole Street there are two short breaks in the ascent where the line *falls* at 1 in 100. The overall tendency of this stretch of 13½ miles is rising, yet this 'King Arthur' was so driven as to cover the 12.1 miles from St. Mary Cray station to Sole Street at an average speed of 64 m.p.h. A top speed of 77½ m.p.h. was reached at Farningham Road, and the minimum on the 6.4-mile climb that follows was 58½ m.p.h. On the descent of Sole Street bank—5 miles at 1 in 100 down into the Medway—75 m.p.h. was reached, but the engine was eased appropriately in the curving approach to Rochester. So, the 21.7 miles from passing Bickley Junction dead slow to the stop at Chatham took no more than 23 min. 51 sec. There was a permanent way check in operation, just beyond Chatham station, and No. 30801 took 4 min. 27 sec. to climb the 1.6 miles at 1 in 132 through the tunnel to Gillingham. But after this they went ahead in fine style. Speed rose to 62 m.p.h. on the level at Newington; there was a brief drop to 57½ on the mile of 1 in 132 ascent beyond, and then came a maximum of no less than 79 m.p.h. between Sittingbourne and Teynham. Having run the 11.1 miles between Rainham and Milepost 50 at an average speed of 67.4 m.p.h. they unfortunately overtook the relief portion of the train and were severely checked by signal at Faversham, and again at Graveney Siding. So the total time for the 24.8 miles from Chatham to Whitstable was 33 min. 49 sec., but the intermediate running showed clearly that the engine was in first-class fettle.

After studying details of a run like this, and similar ones on other regions the enthusiast will often find himself wondering why schedules cannot be accelerated nearer to pre-war standards. The runs I published in the March issue on the 9 a.m. from Bristol to Paddington prompt the same kind of reflection, but then there often comes an experience that pulls one up with a jerk. On

The down "Flying Scotsman" leaving Hadley North Tunnel in charge of Class 'A1' 4—6—2 No. 60148 Aboyeur. Photo: E. D. Bruton.

the very next trip I made on the 9 a.m. after the publication of that article we had the usual load of 350 tons, and the usual immaculate engine—No. 4091 *Dudley Castle* this time. There was a relaying slack east of Bath, and from this we took things rather easily; there was a signal check approaching Swindon, and in consequence of the two slacks we took 40 min. 17 sec. to pass that station—29.6 miles. Even allowing for the Challow speed restriction the running still continued on the slow side, but as we eventually got going in good style, and covered the 17.1 miles from Didcot to Reading at an average speed of 66 m.p.h., I made no more than a mental comment that the driver was not running quite up to the "Bristol" form, and although working well within schedule had not allowed himself enough for the three severe permanent way slacks that were to come east of Reading. It seemed all the more a case of misjudgment, as I noted some most vigorous recoveries of speed after the checks at Twyford and Slough. As we were running into Paddington I reckoned up a net time of 113 min. (6 min. inside schedule); but we arrived 5 min. late, and I felt that with more energetic work from Bathampton to Swindon we could have done much better.

Well, that was that, and I should probably have thought no more about it, had not a station locomotive inspector that I know greeted me as I left the platform, and added: "Rough trip to-day, Mr. Nock." I stopped for a moment alongside the engine, and then learnt to my astonishment that at one stage the steaming had been so bad that the driver thought he might very well have to give the engine up *en route*. It is true I had missed that characteristic sizzling that occurs when engines are steaming right up to the red line, and showing "the white feather"; but from the fourth coach where I was travelling, one could hardly expect to hear the blower and the running, though below standard, was not such as to suggest anything so serious. It was probably a case of blocked tubes, for the driver said the engine was a fine one mechanically, and that when he had her a week previously, on a different duty, she had been first class in every way. Here, therefore, was an engine turned out with every sign of careful maintenance, yet having some temporary defect. The crew did extremely well to pull her round as they did after Steventon, but had the schedule been faster they would have had nothing in hand for recovery. As it was they finished 6 min. "up."

This run, and the respective noises of the blower and the safety valves on Great Western engines reminds me of a point mentioned in a letter from our old friend Dr. W. A. Tuplin. Referring to the run of engine No. 1000, as described in the March "Causerie," he finds it almost incredible that an engine should be run for an hour with the safety valves blowing off, and questions whether what I heard was, in fact, not the safety valves, but the blower. For the answer one must look to the Great Western design of safety valve. This has a direct acting spring and does not have a snap closing, or snap opening action. The boiler pressure can be maintained right up to the red line on the gauge without any fear of a sudden full opening of the valve, and full scale blowing-off in consequence. If the firing is good and the steaming free the boiler can be kept at "sizzling" point for an hour at a time, if need be; the white feather will be showing from the valves, but the loss of steam is negligible. With a "pop" type of safety valve, once blowing off starts it will continue until the boiler pressure has dropped 7 to 10 lb. per sq. in. Then the valve "pops"

Gresley Class 'K3/2' 2—6—0 No. 61954 on an up stopping goods passing Langley troughs on the slow road. E. D. Bruton.

shut as snappily as it "popped" open. Time and again when I am travelling from Bath into Chippenham in the morning, on the 7.45 a.m. Bristol to Paddington express, the engine is "sizzling" during the 18 to 19 minutes of the journey, and on very many longer runs the same characteristic can be noted, as it was on the down run of No. 1000 on the 5.5 p.m. express from Paddington.

To conclude, and so make reference to all of the "Big Four" of pre-unification days, I clocked an excellent run recently on the 7.37 a.m. express from Bristol to Newcastle. We had no more than a moderate load, eight bogies weighing 305 tons gross behind the tender, but the engine was driven with enterprise and skill, and we reached Birmingham on time after four permanent way slacks, and a dead stand for signals at Eckington. We had a 3-cylinder class '6' 4—6—0, No. 45594 *Bhopal,* again beautifully clean in the B.R. dark green livery, and from the very outset it was clear that the driver meant business. Although there was a very long and severe permanent way slack to come between Wickwar and Berkeley Road he set off from Mangotsfield in great style, passing Yate (5.2 miles) in 7 min. 55 sec., and touching 69 m.p.h. at the southern entrance to Wickwar Tunnel. On account of the long slack, however, we took 24½ min. for the start-to-stop run of 19.5 miles from Mangotsfield to Coaley. From there, despite a further check, we ran the 12.4 miles on to Gloucester in 15¾ min. start to stop, with a top speed of 71 m.p.h. down the Haresfield bank. Smart work continued to Cheltenham, and we left that station on time, to run the next 7.3 miles on to Ashchurch in exactly 9 min. Although this distance is nearly all downhill at 1 in 300 this was quite exhilarating, with a maximum attained speed of 70½ m.p.h. in this short distance. It was on the next stage that the best work of all was done, after an error in shunting had caused us to be stopped at Eckington. On getting away again speed was worked up to a sustained 56 m.p.h. on the 1 in 300 rise to Abbotswood Junction, and the easier rising stretch from there on to Stoke Works Junction was covered at an average speed of 63.8 m.p.h., with the unusual maximum of 68 m.p.h. on the level at Droitwich Road. Thus we ran the 19.4 miles from Eckington South to the bank-engine stop at Bromsgrove in 21 min. 34 sec. start to stop, over a line exclusively rising. Only one 0—6—0 tank engine was provided to assist, but we passed Blackwell, 2.3 miles from the restart in 8 min. 25 sec., and went on in good style to Birmingham, arriving almost dead on time, in a total of 55 min. 53 sec. from Ashchurch, 38.2 miles.

Like most first-class drivers this Saltley man, while running hard on the open road, displayed the most scrupulous caution at the regular slacks, such as Kings Norton curve, and the winding approach to Birmingham after Selly Oak is passed. The delays on this journey totalled up to at least 11 min., yet as each check was experienced the enginemen set out to recover the loss at once, with excellent results. The engine was working through to York and was clearly in first-class condition. I should liked to have seen how her performance was sustained on that lengthy run. This reference to present-day running on the Midland will serve as a curtain-raiser to next month's subject, when I am intending to dip into Midland locomotive matters of more than 50 years ago.

● **The 9 a.m. Bristol - Paddington express near Chippenham. Engine No. 4091** Dudley Castle. Photo : Kenneth H. Leech.

passenger vehicles agreed as from 1st August, 1869 could not be altered, so that the introduction of the new sleeping car meant a corresponding reduction in ordinary passengers' accommodation. It is appropriate to add here that the day and night Scotch services had been accompanied since 1862 by "conductors," a superior form of guard, whose work included the care of through luggage (still carried on the carriage roof) and other duties. Sleeping cars to Holyhead and Liverpool commenced on 1st March and 1st April, 1875 respectively.

Slip Carriages.

Slip carriage services during this period were never more than three per day, with an occasional addition of one at Leighton when required "for the accommodation of hunting gentlemen." The regular services included one for Northampton detached at Blisworth at 10.33 a.m. from the 9.0 Euston and two at Watford (6.29 p.m.) from the 6.0 Euston to Birmingham express. Latterly the two coaches were reduced to one, conveying first and second class passengers only; third class passengers had to content themselves with the 6.15 p.m. slow train.

Travel Restrictions.

The restrictions on the use of nearly all but the semi-fast and purely local trains by third (and occasionally second) class passengers were incredibly complicated as were also those on all classes booked through to "foreign" lines which either did not have second class at all or whose connecting trains were of different class to those on the L. & N.W. Whilst these complications were a matter of course and a necessity to railway officers, it is difficult to believe that the ordinary passengers could interpret them. They probably relied upon replies given by members of the staff, though even the less educated employees might well not understand the regulations or be abreast of the changes constantly being made. For example, the following conditions applied to the 5.53 p.m. Glasgow to Euston in January, 1872:

> "Passengers from Liverpool will be booked by this Train to London (Euston), Wolverhampton, Birmingham, and Stations on the Midland line west of Birmingham, at Ordinary Fares Single Journey Tickets only; and they will also be booked to London (Euston) at Express Fares from the other stations on the London and North Western Line South of Newton Bridge at which the Train stops, provided there are vacant seats.

The regulations under which the poor third class passenger travelled were indeed, so complicated that nine whole pages at the end of the public timetable were given up to full particulars of the services which he might use. Over long distances there was usually one service, starting in the early morning. One illustration is sufficient to show the circumscribed conditions which had to be observed. The 9.5 a.m. semi-fast Euston to Rugby conveyed third class passengers:

> "from London only to Trent Valley stations, South Leicester line, Wellington, Shrewsbury, Crewe, Warrington, Liverpool, Chester and Holyhead line, Birkenhead and Dublin (North Wall) changing into No. 15 at Rugby. Birmingham, Coventry, Leamington, Alcester, Walsall, Dudley, Wednesbury and Wolverhampton, passengers change into No. 21 at Rugby and No. 16 at Coventry. From London to Northampton. From Birmingham to Leeds. From Wolverhampton to Newport (Mon.), Neath and Stations in South Wales."

Much of this complication in booking arrangements was eliminated from 1st April, 1872 when the L. & N.W. and other lines were forced to take notice of the Midland company's action in admitting third class passengers to all trains and the distinction "conveys first and second class passengers only" gradually disappeared. The Midland's complete abolition of second class on 1st January, 1875 led to a general adjustment in fares, but this form of accommodation was not finally withdrawn on the L. & N.W. until 1912.

(To be continued.)

Photo: Constance Migas.

Western Region Gas Turbine locomotive, details of which appeared in our last issue, photographed with a 17-coach train during a trial run in heavy rain. 6th March, 1952.

WELLINGTON (Salop) formerly G.W.R., on the 15th July, 1950, showing at bay platforms the G.W.R. 2—6—2T No. 4406 on the 4.30 p.m. to Much Wenlock and L.M.S.R. (ex-LNWR) 0—6—2 coal tank No. 55904 on the 3.53 p.m. to Coalport. Passenger traffic on the Coalport branch will be withdrawn on the 5th of this month.

DINAS MAWDDY.

AROUND THE BRANCH LINES

No. 26

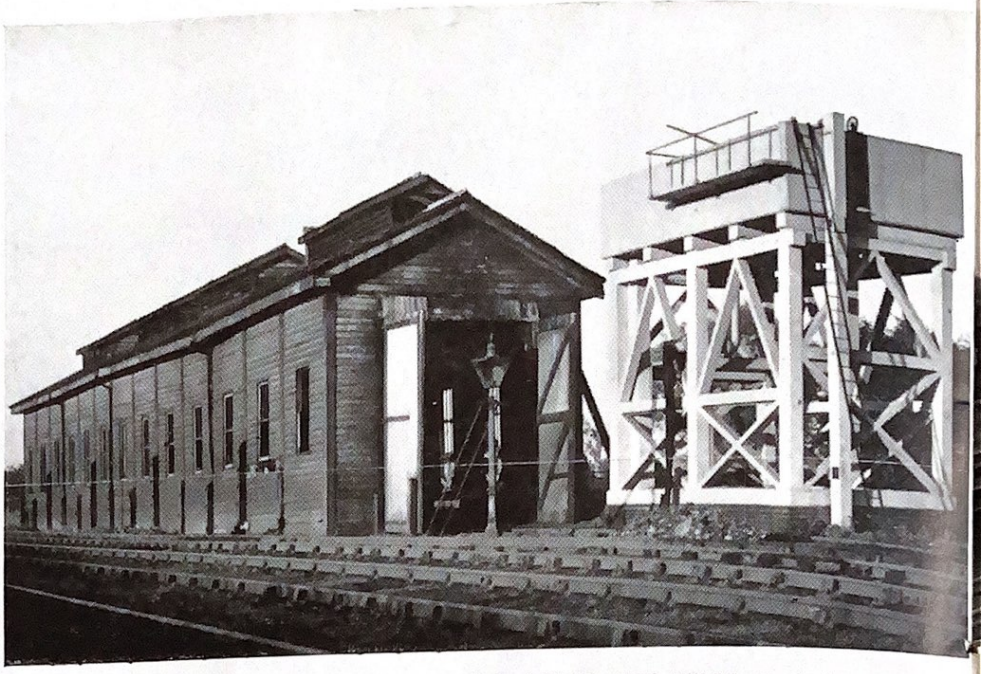
by W. A. Camwell.

PASSENGER TRAFFIC WAS WITHDRAWN ON THE DINAS Mawddy branch as from 1st January, 1931, and the last goods train ran on 5th September, 1950. On the morning of 7th September, 1950 the bridge over the River Dovey at Cemmes was displaced by flood water and thus the 11.45 a.m. freight ex-Machynnleth on 8th September was cancelled and the twice weekly goods service suspended. The line was officially closed on 1st July, 1951 but on 4th July, 1951 an engine and van passed over the bridge to bring down "crippled" wagons from Mallwyd. The track is now being dismantled.

DINAS MAWDDY, (ex-Cambrian Rlwys.), on the 27th June, 1950, in wet weather with the surrounding hills shrouded in mist and rain, showing the 0—4—2T No. 1434 on one of the twice weekly goods turns.

Some Railway Byways on the Leicestershire Border.

See June issue page 143.



Charnwood Forest Junction (Coalville) locomotive shed, L.M.S.R. (ex-L.N.W.R.) as at the 10th October, 1935. Now demolished. Photo: W. A. Camwell

THE ASHBY AND NUNEATON BRANCH.

STRETTON, in his "History of the Midland Railway" lists a whole series of reciprocal arrangements between the L.N.W.R. and the M.R. as a result of negotiations which commenced about 1865. These were made to avoid the construction of duplicate lines and thus save a large capital expenditure. One reads as follows:

> *The M.R. made a curve south of Tamworth to enable the L.N.W.R. to run through from Nuneaton to Burton; but this was never opened as the two Companies further agreed to construct the Ashby & Nuneaton Rly. jointly and the L.N.W.R. received powers to run to all collieries on the M.R. Leicester - Burton line for mineral traffic.*

While schemes for the construction of a line between Ashby and Nuneaton or Hinckley are on record from 1844 onwards (the M.R. had actually bought the Ashby Canal, to Hinckley, in the process), the Acts relating to the line as constructed are as follows:

6th August, 1866: *The Midland Railway (Ashby and Nuneaton Act).*

17th June, 1867: *An Act of the London and North Western Railway by which it was authorised* jointly *with the M.R. to construct and maintain lines which had been conceded to the M.R. in the previous session.*

25th June, 1868: *The M.R. and L.N.W.R. (Ashby and Nuneaton Railway) Act, whereby certain deviations were authorised.*

Reference to the map will show the extent of the Joint line constructed viz. double line from Nuneaton (Ashby line junction and Abbey junction) to Moira East and West Junctions, with a branch from Stoke Golding to Hinckley and a single line branch from Shackerstone Junction to Coalville Junction. The official opening date is quoted as 1st September, 1873, but goods traffic commenced the month before and Donisthorpe station was not opened till 1st May, 1874. While L.N.W.R. mineral trains worked on to the Midland, the L.N.W.R. passenger trains kept strictly to the boundaries, Overseal and Hugglescote; it is interesting to note that the Midland were granted running powers over the L.N.W.R. between Nuneaton and Coventry for "merchandise" only and built a locomtive shed at Coventry, which though now closed, still stands at north end of down platform. The Hinckley branch was never used—by arrangement between the M.R. and L.N.W.R.—and obviously would never have been constructed had the various reciprocal arrangements between the M.R. and L.N.W.R. been concluded earlier; it was officially abandoned by Midland Railway Act of 1914 but actually had been dismantled by the turn of the century.

After the opening of the Charnwood Forest Railway ten years later, the L.N.W.R. through trains ran Nuneaton-Loughborough and only three each way ran between Shackerstone Junction and Overseal and Moira in connection therewith. Overseal was obviously a most unsuitable terminus for their passenger service and thus the L.N.W.R. secured running powers for *all* traffic as far as Ashby and Burton and commencing 1st July, 1890, the passenger service operated through from Nuneaton to Ashby or Burton, and Overseal and Moira station was closed—its site is now difficult to locate but a derelict goods bay and part of a platform still exist nearly opposite Moira West signal box. From this date a considerably better passenger service operated, though the Nuneaton-Burton through trains were discontinued during the 1914-1918 war (and thereafter ran Saturdays only) and by 1920 the service was five trains each way daily and remained so until passenger traffic was withdrawn w.e.f. 13th April, 1931. From this date the line has resumed its original object of providing facilities to the West Leicestershire coalfield and industrial area.

Reverting to the 1890 improvement in the passenger services, this was really a rationalisation of same, as, until then, the Midland Railway had run two trains daily each way between Ashby and Nuneaton Abbey Street, with connections at Moira for Burton. However, even in

by
W. A.
Camwell

WITH MAP
DRAWN BY
J. R. KNIGHT.

Nuneaton-Ashby local train leaving the L.M.S.R. main line at Nuneaton behind L.N.W.R. 2—4—2T 1392 (became L.M.S. 6752) on 15th August, 1925.
Photo courtesy V. Forster.

L.M.S.R. days and right up to the end of the service, the last train each way, Ashby-Nuneaton, used the Midland station Abbey St. at Nuneaton. A reminder that even then the Midland desired representation in former Joint line operation!

The Hugglescote branch was served first by Midland trains from Coalville West, two each way to Market Bosworth and one each way to Shackerstone Junction; after 1883 when the Charnwood Forest line opened, L.N.W.R. Loughborough trains served the branch too. Actually from 1st January, 1909, L.N.W.R. trains were allowed to use Coalville West (M.R.). However, the 1914-1918 war left only the L.N.W. Loughborough line trains on the branch. Thus the link from Charnwood Forest Junction to Coalville Junction was no longer used by passenger trains. There is no evidence that the Midland link from Nuneaton Trent Valley to Abbey Street was ever used by passenger trains.

Overseal locomotive shed is still open—it was formerly a sub-shed of Nuneaton (L.N.W.R., 4) but c.1930, i.e. in L.M.S.R. days, was made a sub-shed of Burton (M.R., 2). In 1900, the shed allocation was one M.R. passenger locomotive, one L.N.W.R. 4ft. 6in. 2—4—2T and three L.N.W. "Coal" 0—6—0's. The M.R. passenger locomotive was later replaced by a goods engine and at the 1923 amalgamation the shed allocation was one M.R. goods locomotive, four L.N.W.R. "Coal" 0—6—0's and two L.N.W.R. 'G1' 0—8—0's. Now, of course, only M.R. locomotives or M.R. type class '4F' are to be found on the shed.

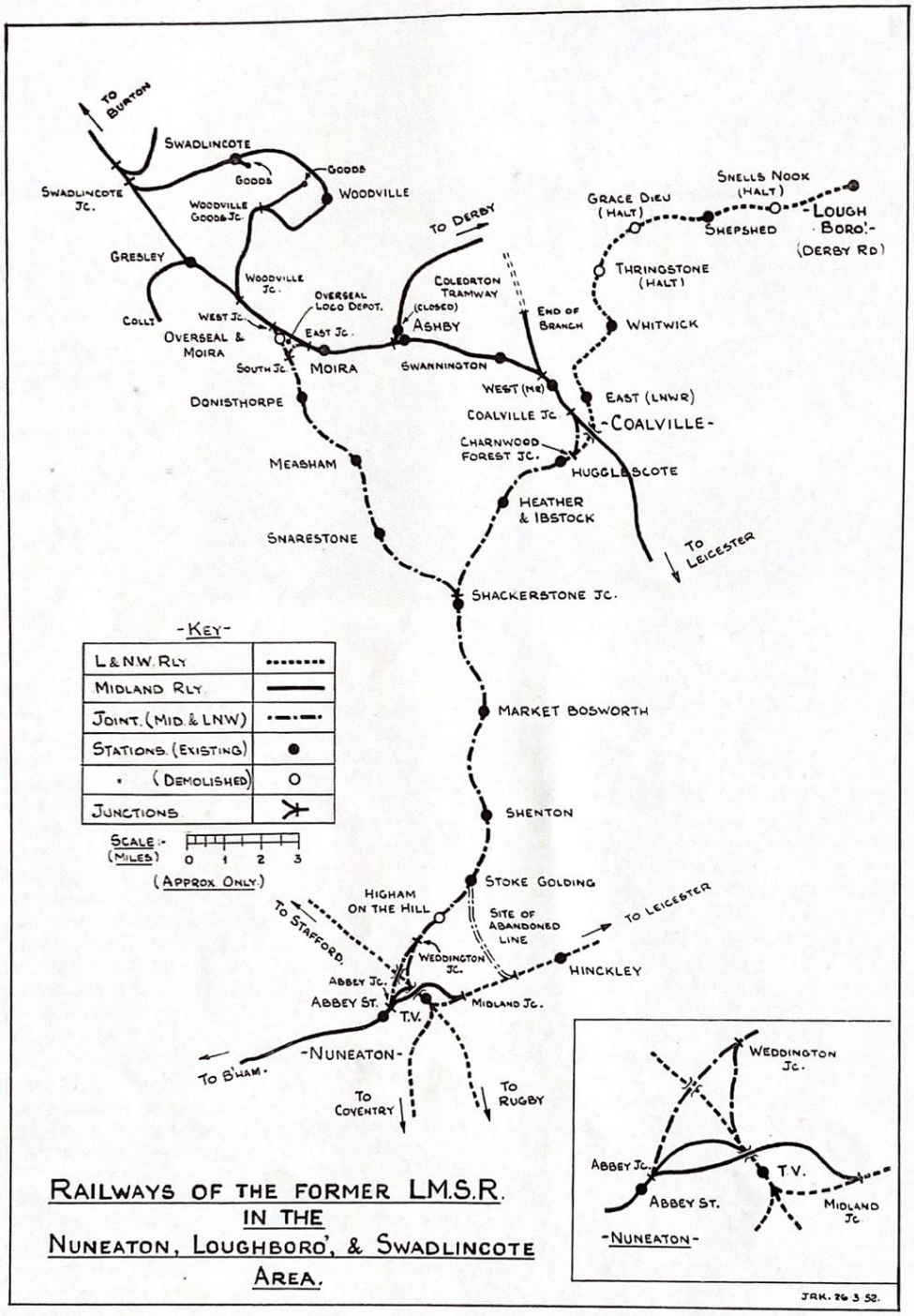
At the present time all the stations are extant except Overseal and Higham on the Hill which is demolished except for the retaining wall; its site may be identified rear the 16 m.p. (from Moira West Junction) by the Stationmaster's house on the east side of the line at top of embankment. All stations except Donisthorpe, which is derelict, have occasional special passenger excursions on Saturdays. Old M.R. signal boxes still exist at Moira South Junction, Donisthorpe and Shackerstone Junction; an L.M.S. standard signal box is to be found at Measham, from where the line is now single to Shackerstone Junction—one platform at Snareston thus being derelict. Market Bosworth, Stoke Golding and Weddington Junction, all have L.N.W.R. signal boxes and the course of the Hinckley branch going S.E. from Stoke Golding can be easily identified. On the Coalville branch, Heather and Ibstock platforms and Hugglescote station and platforms are still extant although one of the latter is derelict. The passenger service was withdrawn on same date but as it was part of the Loughborough service it is dealt with under the next heading.

Other relevant matter re the Ashby and Nuneaton Joint line may be found in 'The Railway Magazine' May, 1932.

CHARNWOOD FOREST RAILWAY.

The 16th July, 1874 is the date of the Act of Incorporation of this line, which extends from Charnwood Forest Junction (61 chains north of Hugglescote station signal box) to Loughborough Derby Road. The Act provided that the line should be worked in perpetuity at 50 per cent of gross receipts by the L.N.W.R. (who subscribed £50,000 of the original capital of £135,000). It was opened on 14th April, 1883, single throughout with passing loops at Whitwick (now removed) and Shepshed, with single face platforms on west side of line at Coalville East and Whitwick and double platforms at Shepshed, terminating at a single platform at Loughborough.

On shareholders' and creditors' petition, the Company was adjudged bankrupt in November, 1885 and the Chancery Division of the High Court of Justice appointed W. E. Woolley, Loughborough, as Receiver and Manager. The Court directed that the working of the line by the L.N.W.R. should continue at 50 per cent of the gross receipts and this should be a first charge upon the Co's revenue. From 1885 to 1902, the Company did not pay a dividend on any of its shares but from that



RAILWAYS OF THE FORMER L.M.S.R. IN THE NUNEATON, LOUGHBORO', & SWADLINCOTE AREA.

year a dividend was paid on Preference Stocks. No dividend was paid on Ordinary Shares throughout the Company's existence. In 1899 G. H. Browning (London) and W. E. Woolley (Loughborough) were appointed joint Receivers and Managers.

In view of an improvement in the Company's affairs, a meeting was held on 23rd August, 1907, convened upon the instructions of the Court, and four Directors appointed—there had been none since 1885—one being a representative of the L.N.W.R. and three local men from Loughborough, including Woolley as Chairman. The Receivers and Managers were discharged by Order of the Court and the Company resumed management of its own affairs as from 1st July, 1909. It remained an independent Company until absorption into the L.M.S.R. under the Railways Act of 1921, as from 1st January, 1923.

The fortunes of the Charnwood Forest Railway Co. might have been vastly different, had an authorisation materialised as a result of the Loughborough and Sheepshed Railway Act of 6th June, 1899. (On very old maps Shepshed is designated Sheepshead.) By this Act a line

Woodville, formerly L.M.S.R. (ex-Midland Railway) on 25th June, 1949, showing 10.25 a.m. Blackpool to Burton and Desford train entering the station behind L.M.S. class '4F' 43835 (17C shed) and L.M.S. Horwich mogul 42765 (shed 19E of that date).
Photo : W. A. Camwell.

five miles long would have been built from a junction with the Great Central Railway at or near the bridge carrying the Beeches Lane over that railway in Loughborough and terminating in a junction with the Charnwood Forest Railway at Shepshed, where a station was to have been built. The line would have been worked by the G.C.R. but the time limit of five years was allowed to expire without any progress being made and the scheme was abandoned—it is easy to surmise interesting possibilities had it been constructed.

Upon the opening of the Charnwood Forest Railway the passenger service was worked through to Nuneaton from Loughborough, four each way daily, but from 1st July, 1890, some trains ran only between Loughborough and Sheckerstone Junction to connect with Nuneaton-Ashby trains.

On 1st April, 1907, halts were opened at Thringstone, Grace Dieu and Snell's Nook, the service being worked by one of Whale's steam rail-cars. This was later replaced by a Webb 4ft. 6in. 2—4—2T with trailer car. This latter was necessary as composite motor sets did not have steps necessary for handling traffic at the halts, which were almost at ground level. After the 1914-1918 war and until passenger traffic was withdrawn as from 13th April, 1931, there were seven trains each way between Loughborough and Shackerstone Junction (some running through to Nuneaton) with two extra each way between Coalville East and Loughborough. Two Webb 4ft. 6in. 2—4—2Ts noted on these services in 1930 and 1931 were L.M.S. 6549 and 6554 (then red) both of W4 shed (Nuneaton). Generally speaking, the through trains from Nuneaton did not call at the halts.

Two locomotive sheds were built to serve the line, at Charnwood Forest Junction, east side of line, and at Loughborough. The former has now been demolished but the latter is still extant and used by a timber firm; it is a familiar L.N.W.R. saw-edged type—the second L.N.W.R. standard design. Both were sub-sheds of Nuneaton.

At the present time all the stations are extant but all the halts have disappeared. However, at Thringstone, a booking hut still exists on west side of line and Grace Dieu site may be identified on south side of line at road over bridge near ruins of Grace Dieu priory. Up to a year ago, occasional excursions have run from Whitwick and Shepshed; these are, of course, colliery districts and no doubt represent the limit of the "paying" part of the line.

THE SWADLINCOTE, WOODVILLE LOOP LINE.

The present line, known as the Swadlincote loop, actually commenced as two short "stubs":

1.—Swadlincote Junction to Swadlincote. An Act dated 16th July, 1846 enabled "the Midland Railway to make a railway from Burton upon Trent to Nuneaton, with branches, and to purchase the Ashby de la Zouch canal"; the branches described include "to Swadlincote Collieries in the Parish of Church Gresley and to Wooden Box Wharf in the Parish of Ashby de la Zouch." However, another Act dated 3rd August, 1846 enabled the Midland Railway "to alter a portion of the Leicester and Swannington Railway and to make certain branches" and the Swadlincote collieries line is again listed and its limits defined. An Act of 2nd July, 1847 amended this last Act somewhat but not as regards the Swadlincote branch (although the Leicester-Burton line was built under its provisions).

The branch was opened in 1851 but carried passengers only till 1853.

2.—Wooden Box Junction ($1\frac{3}{4}$ miles east of Gresley) to Wooden Box goods branch. The authorising Act is the one dated 16th July, 1846 aforementioned. It was opened on 1st April, 1859. The names were changed to Woodville Junction and Woodville respectively on 1st October, 1868.

The Midland Railway Additional Powers Act of 1875 authorised an extension from Swadlincote to a new station in Woodville and a similar Act of 1878 authorised another extension to the point now known as Woodville Goods Junction.

The new line from Swadlincote to Woodville is believed to have opened on 12th April 1880 and passenger traffic commenced on 1st May, 1883. The exten-

(*Continued on page 120.*)

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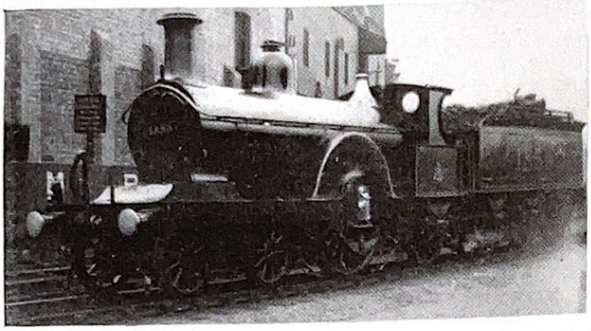


THE PRE-GROUPING ERA.

●

PHOTOGRAPHS AND NOTES BY LEIGHTON BURTON.

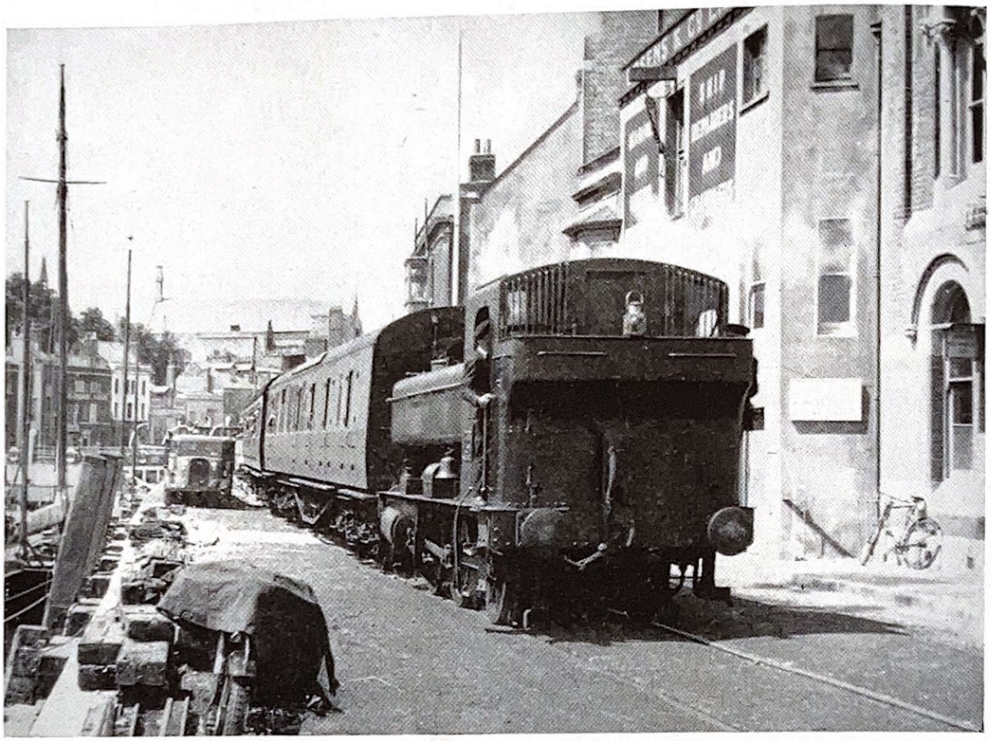
Top left: M.R. No. 1859, Johnson single-wheeler. Someone has polished what the Derby chemists called "engine alizarine" to a mirror surface, so that she glistens in the sun. Built Derby, 1889, withdrawn, 1922.

Top right: M.R. No. 856, one of the 2781 series of "Belpaires," built 1905, rebuilt 1917, withdrawn 1928. This picture shows that the large gilt tender numerals were introduced before the 1907 re-numbering in which she became No. 766.

Centre: M.R. No. 8250, originally No. 1923, built Neilson, 1891, first stage in the evolution of the class '3F'.

Bottom left: Milland "Belpaire" No. 744, built as No. 834, in 1904 by Deeley after Johnson's retirement. Note the characteristic Deeley smokebox door and chimney.

Bottom right: M.R. Johnson 0—4—4 tank engine at New Street Station, Birmingham, about 1906. The beauty of Johnson's typical boiler mountings can be well seen.



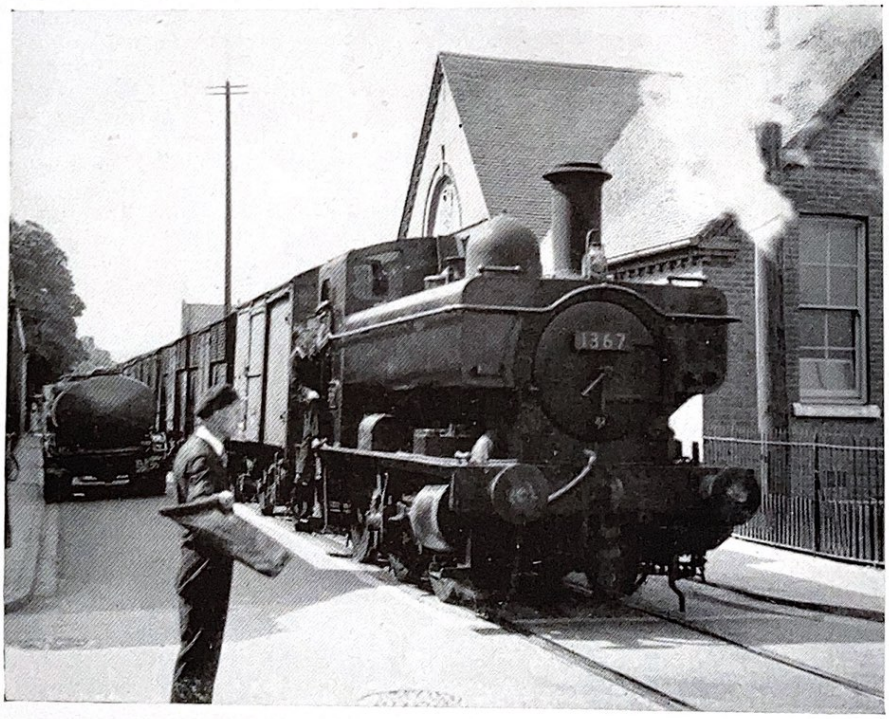
Right: Paddington - Weymouth "Channel Islands Express" on Weymouth Tramway. 0—6—0T No. 1371, June, 1950. Note bell on locomotive bedplate. Photo: J. B. Snell.

Top facing: Pannier tank, No. 1368 in unusual surroundings at Weymouth. New goods platforms on right. August, 1951. Photo: R. G. R. Calvert.

THE WEYMOUTH HARBOUR BRANCH

by

P. W. GENTRY.



Left: A freight train passing along Commercial Road, Weymouth, headed by Pannier tank No. 1367. July, 1951. Photo: R. H. Turnstall.

Bottom facing: Pannier tank No. 1370 approaching St. Thomas Street Bridge, Weymouth, with the "Channel Islands Express." Aug., 1951. Photo: R. G. R. Calvert

A PLACE for everything and everything in its place." How many of us had that irritating axiom instilled into our young lives! For we are a methodical race and are accustomed to seeing the usual things in their usual places. Therefore, it would come as rather a shock to many to find a full-length main line train following its nose through the prim streets of an English seaside town. Such instances are less rare abroad but in an ordered scheme of things any such departure from convention has a special significance.

And so the Weymouth Harbour Branch, although only just over a mile in length, is a line of some note. It owes its unusual character to the following circumstances. Weymouth Town Station was built a little distance behind the promenade and at an agle to it, whereas the quay whence sail the Channel Islands steamers lies nearly a mile away at the southern extremity of the bay. The intervening distance being completely built-up, the harbour branch was obliged to make a junction with the main line just short of the station and reach its goal by following streets for the first half-mile and the quayside for the rest of the way. It is therefore not without some justification that it has become known as the "Weymouth Tramway," although it is not operated under any of the tramway or light railway Acts.

The history of the line may be summarised quite briefly. Authorised in 1862 as part of the Weymouth and Portland Railway, it was laid as a mixed gauge line (standard and G.W.R. broad gauge) and opened for goods traffic only in October, 1865, horse traction being employed. Consequent upon the conversion of the Great Western lines in the area to standard gauge, the broad gauge track was discontinued in June, 1874, and in 1885 steam haulage replaced the horses. The tramway was at this time leased jointly to the G.W.R. and the L.S.W.R., but it seems that the latter never worked any traffic over the line, which has always been essentially "Great Western." Passenger trains were first worked over the branch on the 1st July, 1889, and with the exception of a break during the war have continued to do so ever since for the benefit of Channel Islands passengers.

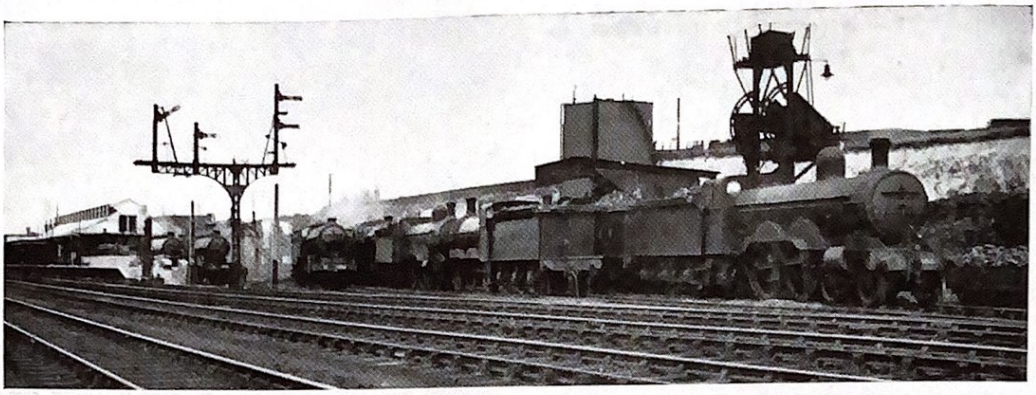
Having diverged from the main line and passed through the goods yard adjoining the station, the branch immediately enters Commercial Road and proceeds as a paved-up tramway along the centre of the street with houses on the left and a neat little park on the right. After passing the bus station and some timber yards, the line crosses Westham Street—one of Weymouth's busy thoroughfares—on the level and continues along Commercial Road as before, with industrial premises and houses on either hand. After a further 500 yards or so, the street joins the harbour and becomes a quay, at which point there is a short loop on the pavement side and an expanded one on the waterside. The tramway then passes under St. Thomas Street and enters Custom House quay, a continuation of Commercial Road and, of course, also open to all road traffic. After passing numerous warehouses and the back of some dwellings, it skirts the end of the promenade and enters Weymouth Harbour Station; two roads and parallel to the pier.

Special regulations have, of course, to be observed in working the branch. All trains are preceded by a man on foot carrying a red flag and speed is, therefore, never

above walking pace. All engines working over the line must carry a bell, which is fitted on the nearside bedplate and rung continuously by the fireman. No special rolling stock is used, the entire boat train being taken to and from the Harbour Station, but until 1938, when the exceedingly sharp curvature of the line was eased somewhat by realignment, special coupling arrangements had to be made before the train could take to the streets. These involved the use of special longer couplings and the detaching of vestibule connections. A considerable volume of goods traffic is also operated, and at the time of writing a new concrete goods platform, served by a lay-by, is being erected on the quay.

Locomotive power on the branch is confined to the 0—6—0T type. Before the last war, passenger trains were handled by two outside cylinder saddle tank engines originally belonging to the Burry Port and Gwendraeth Valley Railway, these being Nos. 2194, *Kidwelly* and 2195, *Cwm Mawr*. An ex-Whitland and Cardigan inside cylinder saddle-tank numbered 1331 worked goods traffic. At the present time, all trains are handled by three outside-cylinder pannier tanks of the '1366' class, Nos. 1367, 1368 and 1370. When one of these is laid up for repair, a relief locomotive is borrowed from another shed, usually Plymouth (Laira).

SOME SHED SCENES TO REMEMBER. No. 26.



HITCHIN shed L.N.E.R. (ex-G.N.R.) as at 12th July, 1936. Visible are 'C2' 3987, 'J1' 3007, 'C2' 3255, 'A5' 5482, 'K2' 4680, 'C1' 4451, 'J6' 3585 and 3602. Also on shed are 'C1' 3274/86/9, 3302, 4406/27/43/61, 'C2' 3949, 'C12' 4511, 'D2' 4328/33/77, 'J1' 3001/2/3, 'J3' 4154, 'O2' 3484, Rail car 51914.

HITCHIN. By W. A. CAMWELL.

HITCHIN IS 32 MILES FROM LONDON ON THE MAIN East Coast route. It is the junction for the G.N. Cambridge branch, also for the single track Midland Bedford line which once carried that company's London trains in the 1860's before the opening of the St. Pancras extension. The locomotive depot is a very old-established sub-shed of King's Cross adjoining part of the up platform from which a good view can be secured of some of the engines at any time. Owing to the smallness of the shed, many locomotives have to stand in the open in the manner illustrated round about the south end. This photograph shows Great Northern engines much in evidence though it was not long before many of the small 'Atlantics' and 4—4—0s began to disappear from the Kings Cross district for ever, so its value is thus enhanced. Every locomotive on shed at the time, visible or not, was of G.N. pattern except a Robinson G.C.R. 4—6—2T, then sharing in outer suburban workings, and the Sentinel 6 cylinder railcar *Royal Forrester,* built in 1929 and used locally to Hertford and Baldock. The signal "off" is the up fast line distant for Hitchin South Box; the one next on its right, also a distant, covers the slow line crossover. As has been the custom for many years, there is a starting (stop) signal only for the slow, platform road; these upper quadrant semaphores have replaced G.N.R. somersault signals.

SOME RAILWAY BYWAYS ON THE LEICESTERSHIRE BORDER.

(*Concluded from page 115.*)

sion onwards from Woodville was opened on 1st September, 1884, both goods and passenger. The old Woodville was from this time known as Woodville Goods. The loop line is heavily graded and there are two tunnels, one between Swadlincote and Woodville and one immediately after Woodville station. It is single throughout with loops at Swadlincote and Woodville.

A very sparse passenger traffic has always operated round the loop; at first a few trains operated from Burton to Woodville, one or two going on to Ashby. Later, however, a few Leicester-Burton trains were routed via the loop line and this persisted right up to 1947, when, as from 13th January, 1947, one Leicester-Burton line train, and two Burton-Leicester line trains operated via the loop; the latter were discontinued during the summer of 1947 and the Leicester-Burton train became S.O. and this lapsed with the end of the summer timetable on 4th October, 1947. Since then, no regular service has operated round the loop—in summer time a Desford-Blackpool runs this way each way on Saturdays only and occasionally excursions travel via Swadlincote and Woodville for "picking-up" purposes. Both are actually in Derbyshire but are on the fringe of the Leicestershire coalfield and are also noted for tile and earthenware industries.

It is interesting to recall that the Midland Railway operated the Burton and Ashby electric tramway for twenty years or so from 1906, and that it served both Woodville and Swadlincote en route.

The original buildings are still extant at Woodville Goods and Milepost 123½ can be found near to the terminus there (i.e. from St. Pancras). Actually the "old" line is very busy serving as it does, many sidings to industrial concerns, whereas the future of the "new" line must be in doubt as traffic on it is sparse and maintenance must be high with two tunnels.

It is particularly desired to sincerely thank the following gentlemen for help most generously afforded: Mr. C. R. Clinker, L. & G.R.P. (for L.N.W.R. historical information), Mr. V. Stewart Haram, authority on the Midland (for M.R. historical information), and Mr. J. R. Knight (for specially drawing the map).

THE MAIL —

Sir,—The origin of Cardiff Railway No. 24 has generally been regarded as a bit of a "teaser" if a previous article to that of Mr. Jones' is anything to go by.

In the 'Locomotive Magazine' of September, 1924 (xxx-385) pp. 286-7, No. 24 is described as having been transferred from the Marquis of Bute's Colliery at Hurivain, and also that it had been rebuilt several times and was once a 0—4—2T, possibly a saddle tank. As Mr. Jones agrees, it seems to have been built by Beyer Peacock but exact particulars are lacking.

However, according to the Pocket Book No. 6, Industrial Locomotives of South Wales, published last year by the Birmingham Locomotive Club, on page 260, the Aberlare Rhondda Co. is listed as having had a 0—4—2ST built in 1860 by Beyer Peacock (No. 188) for the North London Railway, on which it ran as No. 40. There is no mention of a "Marquis of Bute's Colliery" as such. Was this the egine that became Cardiff Railway No. 24?

If so, it is one of the very few sold by a Railway Company to an industrial concern, to return once more to Railway service.

Chester. Rev. C. St.M. B. MacFarlane.

Sir,—In his interesting article on the Cardiff Railway ('RAILWAYS,' April), Mr. W. Jones refers to the junction between the Cardiff and the Taff Vale Railways at Treforest "for some reason never being brought into (regular) use"; in your issue of a year previously, Messrs. Burrell and Wright wrote (with equal correctness) that "the Taff Vale fought so hard against having much of its coal traffic diverted by the new route that official sanction to use the new junction at Treforest was never granted."

No doubt the whole sad story of this railway white elephant that had its trunk bitten off could be unravelled by research among the books of evidence of Parliamentary Committees; the version current among South Wales railwaymen whose memory goes back thus far is that the Cardiff's Act of 1897 authorised a junction with the T.V.R. for goods traffic purposes, but by the time the line came to be opened, the T.V. goods lines were on the west side, and the authorised junction could be made only with the passenger lines. The Taff Vale is stated to have resisted completion of a new junction with the goods lines also, because of the interruption of traffic working that would be caused, and were supported by the Barry Railway whose connection from Tonteg Junction came in on the west side of the T.V.R. at about the same point. (That the Cardiff's junction was with the T.V.R passenger lines only is supported by a diagram published in the 'Railway Magazine,' March, 1907)

That there was clearly a flaw in the form of junction originally authorised, is indicated by the fact that the Cardiff Railway in its Bill of 1906 sought, unsuccessfully, power to require the T.V.R. "to allow a junction with all four lines on the level at Treforest." (The reference to "on the level" arose from the fact that the Taff had suggested that if the Cardiff required a junction with the goods lines, this would have to be a flying junction.)

The Cardiff made several other attempts, none of which materialised, to obtain connections with the T.V.R. and the Rhymney. One of these schemes was for a connection from its own line west of Heath Junction, passing under the Rhymney and then turning alongside and to the east of the T.V.R. Roath Dock Branch (with which it was to connect) to a termination at the Queen Alexandra Dock; a relic of this project is still to be seen in a short piece of embankment pointing towards the R.R. line, at the intended point of divergence mentioned above. Another scheme, which would have involved heavy engineering work, was for an extension up the east bank of the River Taff from Rhydyfelin, passing under or over the P.C. & N. line below Pontypridd and terminating a little way to the N.E. of the latter town, connection being apparently intended with a projected (but not constructed) extension southwards of the T.V.R. Nelson branch, near Coedpenmaen.

The Rhydyfelin Viaduct over the Taff, which your contributors mention, was 457 ft. long between abutments; it was dismantled in the Second World War, and its massive steel girders were used for scrap. Like four other bridges over the Merthyr Road and three over the Glamorgan Canal (which the Cardiff Railway in one of its projects sought with success to convert into a railway), the Taff bridge had to built on the skew. An impressive summary of the other costly engineering features of the Cardiff Railway's line between Heath Junction and Treforest is contained in Edgar L. Chappell's admirable *History of the Port of Cardiff*: "There were four extensive cuttings involving a displacement of over 600,000 cubic yards in the first contract alone. In the second contract there were eleven cuttings and nearly a million cubic yards of filling were elsewhere required. In addition to extensive retaining walls the scheme involved the erection of 12 under-bridges, 15 over-bridges and many culverts, a tunnel 108½ yards long . . . and the covering of a feeder at Treforest. Surely one of the most expensive lengths of railway in South Wales."

Whetstone, N.20. D. S. M. Barrie.

● *The second part of "The Cardiff Railway" by W. Jones will appear in the June issue.*—ED.

Sir,—I must correct Mr. Nock's suggestion (p. 76) that I am in any way responsible for the fact that a wide variety of British locomotives have developed 50 drawbar horsepower per square foot of grate area for a few minutes at a time. This is a standard established by the locomotives themselves and if any particular performance falls below such a standard, it is scant credit to the discernment of the reader to present a sort of consolation award in the form of a calculated figure without any background of comparison, any indication of significance or any suggstion as to whether a high value or a ow one should be deemed the more creditable. A high ratio of drawbar pull to nominal tractive effort is no cause for unqualfied satisfaction as the more it exceeds about 20 per cent the more wastefully is steam being used in the cylinders.

Sheffield, 10. W. A Tuplin.

Sir,—I feel that I cannot allow Dr. Tuplin's statements on the coal consumption of the Caledonian engines in his article "The Midland Compounds" to pass unchallenged.

It is nonsense to write that "the 4—4—0s of that Company were voracious of coal to a degree barely credible," and, in fact, with the "Tourist" of 1896—the first regular high speed train to be run on any railway anywhere in the world—with loads of 140 tons to 170 tons, the coal consumption was, I believe, a mere 35 lb. per mile. Moreover, as given by Mr. A. B. Macleod in "The McIntosh Locomotives of the Caledonian Railway," the 761 and 766 classes when running the St. Rollox works excursion of 1899, with trains of 18 six-wheeled coaches burned an average of only 35 lb. per mile on the return journey from Glasgow to Carlisle. As a matter of interest, the coal used by these engines was less than that of the much-boosted large boiler Great Northern 'Atlantics' with lighter trains over a much easier road.

So much for the accuracy of Dr. Tuplin's statements! Also, I can hardly agree that the Compounds when working in Scotland "did not have to face quite the same standard of comparison as the 'Georges' had set up farther south," and it is very doubtful if the L.N.W. engines were ever regularly allowed loads such as that of the 440 tons tare of the earlier Pickersgill bogies between Carstairs and Carlisle.

With reference to the 'Royal Scots,' it is questionable if Derby had anything to do with the design, and I have been informed on good authority that Lord Stamp ordered them over the head of the Locomotive Department

Glasgow. Montague Smith.

★ *It is regretted that due to space restrictions only a selection of letters received can be published.*

Societies' News.

RAILWAY CORRESPONDENCE AND TRAVEL SOCIETY.

Isle of Wight Tour.—The above Society has organised a rail tour in the Isle of Wight, to take place on Sunday, 18th May. The special train will leave Ryde, Pierhead Station, at 11.20 a.m., to which it will return at 7.25 p.m. All lines except Sandown-Ventnor section will be traversed.

A number of tickets, price 13/- each, will be available to non-members. Applications for these should be made to Mr. J. R. Fairman, 550, Bitterne Road, Southampton, Hants. Stamped addressed envelopes must be enclosed with applications. Tickets will be despatched approximately ten days before the tour.

London Branch.—In the unavoidable absence of Mr. Roger Fulford, the meeting of 21st March was addressed by Mr. B. W. Anwell, B.Sc.(Eng.), A.M.I.Mech.E., A.M.I.Loco.E., on Colonial Railways. He painstakingly traced the locomotive histories of the Gold Coast, Sierra Leone, and East Africa, and was enthusiastically applauded at the end by the large audience.

Sussex and Kent Branch.—Members from several other branches helped to break all attendance records for a meeting of this branch at Brighton on 15th March. Mr. A. F. Cook spoke on "The Bulleid 'Pacifics'" and ably mixed information about their more unconventional features with some anecdotes on the humorous side of their operation and maintenance.

The winter series of lectures was concluded at the Railway Hotel, Brighton, on 19th April, with a lecture by Mr. J. E. Kite on "The Midland Railway."

Sheffield Branch.—The General Manager of the Talyllyn Railway, Mr. L. T. C. Rolt, addressed the branch on 5th February last. He described the formation of the Talyllyn Preservation Society and its activities in restoring the line to serviceable condition. He paid tribute to the hard work put in by volunteer labour, and emphasised the need for continued support.

"The Highland Locomotives at Grouping" was the subject at the meeting on 4th March, when the speaker was Mr. R. J. Buckley.

West Midlands Branch. (Coventry Sub-Area.)—The former editor of 'The Railway Magazine,' Mr. W. A. Willox, spoke at Coventry on 18th March. His topic was "The Great North of Scotland Railway." The next meeting will be addressed by a member of the Rugby Testing Plant.

STEPHENSON LOCOMOTIVE SOCIETY.

At the commencement of its forty-third year the Society's annual general meeting was held at Headquarter, 32, Russell Road, Kensington, London, W.14, on 5th April, amid a galaxy of locomotive nameplates, photographs, diagrams and other relics adorning the members' room. The Chairman, Mr. A. J. Boston, (who was re-elected with acclamation), presided, supported by the President, Mr. J. N. Maskelyne, A.I.Loco.E., the Executive Officers, and representatives from English provincial and Scottish areas. Members had travelled from considerable distances to attend. Mr. H. C. Casserley, the General Secretary announced that their numbers had increased by 190 during the year to a total of over 1600. Mr. F. H. Smith, A.S.A.A., who has filled the office of General Treasurer for 30 years, stated that the general financial stringency and increased printing or administrative costs were reflected in the small deficit which accumulated during 1951, but there was no intention to reduce facilities or the standard of the monthly *Journal* as it was anticipated that the increased subscription, agreed to for provincial members a year previously, would redress the balance satisfactorily during the current year.

Mr. R. A. H. Weight, Publicity Officer, who also handles personnel records, *Journal* distribution and other matters, mentioned that during his 27 years' active association with the administration and development "of this grand old society" he had seen the membership quintupled, the establishment of all the branch areas and centres with the exception of the original scattered Lancashire one, together with many achievements and pioneer innovations on behalf of enthusiasts. In appreciation of exceedingly long and active service editorially and statistically, Mr. W. Beckerlegge was unanimously elected a Vice-President on the proposition of Mr. W. H. Whitworth, Vice-President, of Manchester, a veteran S.L.S. officer himself. More valuable presentations to the Library were reported with increased use of the personal and postal services it renders. Special train rail tours continue to be highly popular and several novel ones are pending.

MIDLAND AREA—*Rail Tours*—Particulars of the 71-mile tour around Derby on Saturday, 28th June, will be given in the June issue. The South Wales tour of mineral lines and branches closed to passenger traffic on Saturday, 12th July, will now be by *steam* auto-train. A rail tour has been organised for Sunday, 31st August, over the Shipston on Stour branch behind a G.W.R. 2—4—0 (ex-M.S.W.J.R.). It will start from Oxford after arrival of half-day excursions from London and Birmingham.

SCOTTISH SOC. OF STUDENTS OF THE LOCOMOTIVE.

At the meeting on 1st February, F./Lt. R. C. Menzies, A.I.E.S., A.I.Loco.E., read a paper on "Modern American Steam Locomotives" describing the construction of the American locomotive up till the widespread use of diesel-electric power. The lecture was illustrated by photographs and drawings, and a large number of questions were answered by the speaker at the close of the paper.

On 7th March, Mr. Fred A. Plant, M.A., gave a lecture entitled "The Possibilities of Railway Electrification in Scotland." In the course of his lecture the speaker suggested the lines which might benefit from electrification, and gave details of proposed schedules, and probable costs.

An interesting discussion took place after the paper.

ELECTRIC RAILWAY SOCIETY.

United States Rapid Transit Illustrated.

On 1st March this Society heard a paper on the above subject from its member Mr. C. G. Stevens. After an introduction in which he pointed out that almost without exception American rapid transit systems are concentrated in the cities of the eastern States, the speaker surveyed each of the major systems in turn, illustrating by means of the episcope both the common and the unusual features of them with maps and a number of pictures.

Mr. Stevens dealt at some length with the New York, Boston, Philadelphia and Chicago areas, in each case summarising the history of the lines and rolling stock nd highlighting the points where United States practice differs from that familiar in Britain. Of particular interest were the scenes on the elevated lines, now fast disappearing from American cities, anl the variations in signalling from speed signalling on the one hand to the complete lack of signals on the other. A curious point which emerged was the number of cases in which a portion of a rapid transit system had been abandoned and replaced by a single shuttle bus service, lue to over-enthusiastic construction or loss of traffic from some cause.

The speaker ended with reference to and illustrations of a number of other minor, abandoned, and "borderline" systems, and a discussion followed in which the main point made by speakers was that American rapid transit systems lost traffic in many cases owing to delays caused by not being self-contained and emerging on to street tracks, possibly shared with tramway cars. The meeting closed with a hearty vote of thanks proposed by Mr. R. F. Beckett.

The Work of The Talyllyn Railway Preservation Soc.

At 7.30 p.m. on Friday, 16th May, at the Technical School, Easemoor Road, Redditch, a talk on the above mentioned subject will be given by Mr. O. H. Prosser, S.Inst.T., a member of the Advertising and Publicity Sub-committee, T.R.P.S., on behalf of the Redditch and District Model Engineering Society, whose committee have kindly agreed that all persons interested in the reconstruction programme now being carried out on the railway will be heartily welcomed on this occasion. The talk will be illustrated by epidiascope and probably by the film strip prepared by the T.R.P.S.

A "summertime" special cheap day return fare of 2s. 2d. is available for outward journey by the 6.20 p.m. train from platform 10, New Street Station, Birmingham, and return by the 9.33 p.m. from Redditch (due back 10.18), the school being ten minutes' walk from the station.

★ SMALL ANNOUNCEMENTS

Small advertisements: Private 2d. a word, minimum 3s.; Trade 4d. a word, minimum 6s. Box No. 1/6 extra.

ELECTRIC RAILWAY MAGAZINE caters for all interested in electric railways. Send 2½d. stamp for specimen and details of Society: Hon. Sec., Electric Railway Society, 245, Cricklewood Broadway, London.

BACK NUMBERS & VOLUMES. 'Railway Magazine' from 1897. 'Locomotive,' 'RAILWAYS,' 'M.R.N.,' 'M.R.C.,' Quantity railway books. New list 2½d. Pinder, 13, Forfield Place Leamington Spa.

FOR L. & N.W.R. Enthusiasts: 'The Premier Line' by O. S. Nock. Four colour plates, 32 pages black and white plates. 25s. 7d. post free. Order from Pantiles Bookshop, 18, Pantiles, Tunbridge Wells.

'THE BEAUTY OF OLD TRAINS,' the new book by C. Hamilton Ellis. Full of illustrations, fascinating text. Order from: The Pantiles Bookshop (Kenneth E. Bull), Tunbridge Wells, Kent. Price 20s. 7d., post free.

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"AXMINSTER-LYME REGIS LIGHT RAILWAY" (with Road Services) illustrated history, 5s. 3d. Also available "WELSHPOOL-LLANFAIR" 3s. 6d.; "VALE OF RHEIDOL" 4s. 3d.; "CORRIS" 4s. 3d.; Rail Speed Pocket Chart, 9d. All post free. Lewis Cozens, 25, Cholmeley Crescent, Highgate, London, N.6.

FOR SALE. Copies of 'RAILWAYS', 1940 to date. Bound volumes: 17/6 to £1 2s. 6d. each, according to year. S.A.E. to 32, St. Aubyn's, Hove, 3.

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